STONEY INDUSTRIAL
Area Structure Plan

SEPTEMBER 1983

THE CITY OF CALGARY
PLANNING DEPARTMENT

AMENDMENT TO STONEY INDUSTRIAL AREA STRUCTURE PLAN

In its approval of the STONEY INDUSTRIAL AREA STRUCTURE PLAN on September 27, 1983, City Council adopted the following amendment:

> That the area generally lying between the escarpment and the C.P.R. tracks on either side of Nose Creek be designated as subject to Policy Review with the requirement that the Administration report back to Council within 12 months on alternative land uses within this area including the golf course.

The area placed subject to Policy Review is illustrated in the Land Use Plan (Map 5).

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(Calgary North Area Structure Plan #4)

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Planning Information Centre
P.O. Box 2100
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EXECUTIVE SUMMARY *

The Stoney Industrial Area Structure Plan encompasses an area of approximately 870 hectares (2,150 acres) located immediately north of the Calgary International Airport and east of the Calgary North residential area. The interchange of Deerfoot Trail (Highway 2) and 112 Avenue N. (Beddington Road/Delacour Road) is roughly the centroid of the area.

The proximity of the area to the Airport precludes residential development. Consequently, the land use plan specifies a mixture of industrial and commercial uses, including light manufacturing, warehousing and wholesaling, offices and regional retail facilities covering a total of 770 hectares (1,900 acres). The western portion of the area (Nose Creek Valley) is designated as open space, and it is proposed that a golf course be developed within this area.

Water and sewer trunks are already in place within the Nose Creek Valley, although further extensions will be required before any fully-serviced development can occur in the Stoney area. The logical sequence of development will be from west to east, and north and south from Country Hills Boulevard (Beddington Road). An industrial subdivision (Agra-Park) has already been approved in Section 25, to the north of Country Hills Boulevard and west of Deerfoot Trail. Limited-serviced industrial development is appropriate as an interim use throughout most of the Stoney area, pending the extension of services at some future date.

* Refer to amendment - page i

A. BACKGROUND AND SUPPORTING INFORMATION

1.0 INTRODUCTION

1.1 Area Description

The location of the Stoney Industrial Area is shown on Map 1. The total study area encompasses approximately 870 hectares (2,150 acres) and is roughly bisected by Deerfoot Trail. The boundaries of the study area are the city limits (Barlow Trail) to the east, the CPR line to the west, the Transportation and Utility Corridor (T.U.C.) to the north and the Airport property line to the south.

Approximately 21 hectares (53 acres) of the study area lie outside the northern city limits, within the T.U.C. These lands are presently under the jurisdiction of the Municipal District of Rocky View, and therefore cannot be included formally as part of this Area Structure Plan. However, Alberta Environment has indicated that these lands may be surplus to the T.U.C. road and utility requirements and in the event that they are annexed to the City at some future date they could be incorporated formally into this Plan through an amendment, in accordance with the land use plan (Map 7).

1.2 Background

The Stoney Industrial Area was annexed to the City in January, 1979. The general land use policy for that portion of the study area lying west of Deerfoot Trail was established in the Calgary North Policy Report, which was approved by City Council in July, 1980, and was subsequently incorporated through an amendment, into the Calgary General Municipal Plan. General land use policy for the lands east of Deerfoot Trail was established through an amendment to the Calgary General Municipal Plan which was adopted by City Council on April 18, 1983.

In March, 1981, City Council redesignated the Agra-Park property (a 39 hectare/96 acre parcel in the southeast quarter of Section 25-25-1-W5) to "Direct Control", with guidelines permitting agricultural implement dealerships. A majority of landowners west of Deerfoot Trail had earlier collaborated in the preparation of a land use concept plan which addressed the Stoney area west of Deerfoot Trail. This document was used as supporting information for the Agra-Park subdivision application, and was referred to during preparation of this Area Structure Plan.

The only non-agricultural development at present in the area east of Deerfoot Trail is the "Park'n' Jet" long-term parking facility located in Section 24, immediately north of the Airport. However, City Council recently approved a redesignation application to permit a small enclosed storage development to the west of the "Park n' Jet" facility.

On July 18, 1983, City Council approved in principle the development of a regional centre in the northeast quadrant of the Deerfoot Trail/Delacour Road interchange, in response to a proposal by the Woodwards-Optimax consortium.

STONEY

MAP No **1**

TITLE
STUDY AREA LOCATION

LEGEND

DATE
SEPTEMBER 1983

THE CITY OF CALGARY
PLANNING DEPARTMENT

2.0 STUDY AREA CHARACTERISTICS

2.1 Natural Features

The Stoney area is characterized by three major landforms, as shown on Map 2 and described below:

- A flat to undulating upland plain comprises the easternmost two-thirds of the area. Surface drainage varies from large well-drained areas to small poorly-drained depressions. This area is composed of deep silts, silt-sand and clay on glacial till. There are no natural constraints to development in this area.

- Steep slopes, valley wall escarpment and ravines characterize the western edge of the upland plain. Most of the slopes are over 22 percent, with the remainder generally between 15 and 21 percent. The maximum height of the escarpment is 24 metres (80 feet). The slopes are generally stable in their natural state; however, setbacks will likely be necessary to slope stability subsequent to development. Some bedrock is exposed along the escarpment.

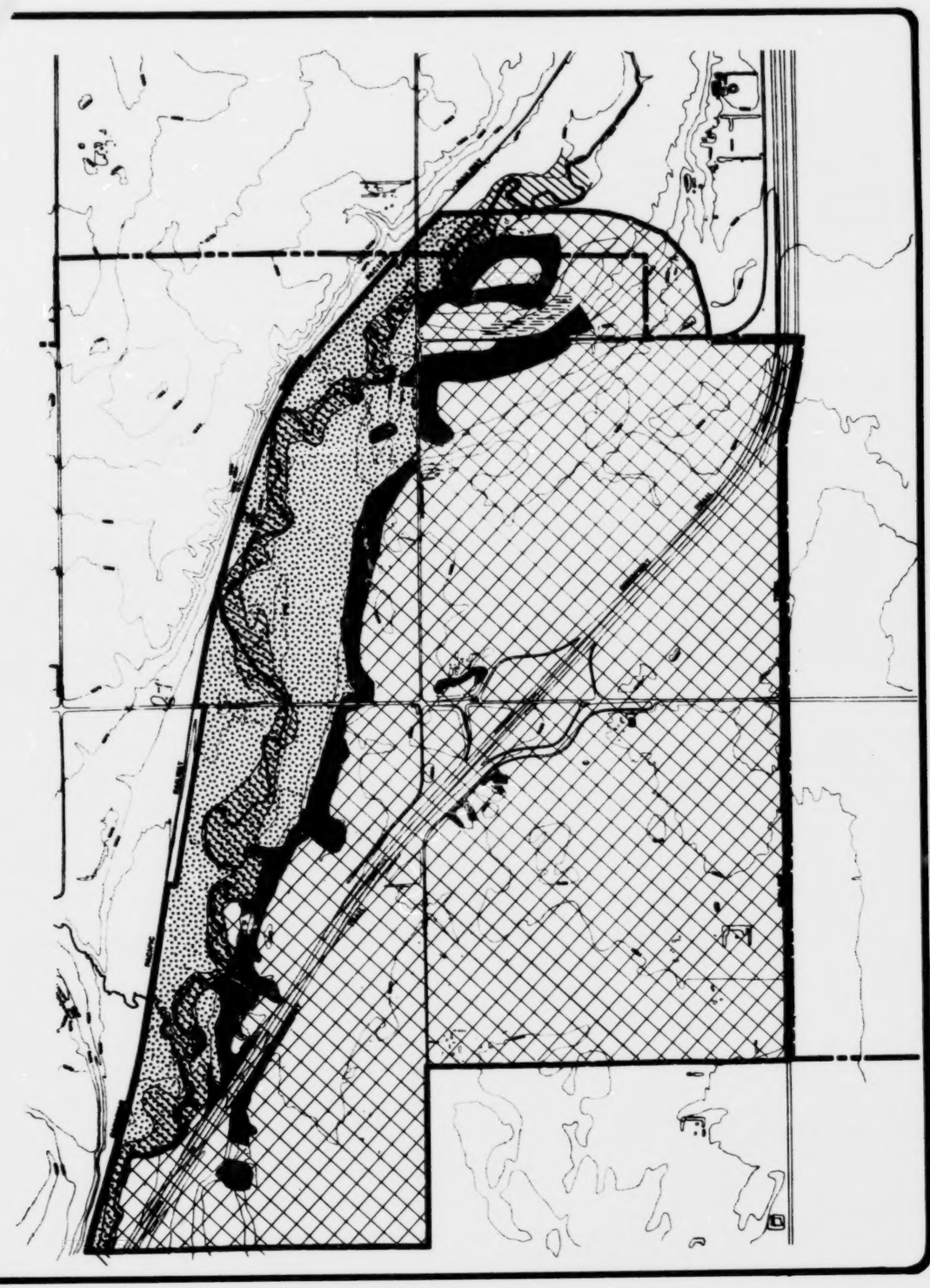
- The Nose Creek valley bottom constitutes the western portion of the study area. The soils are generally well drained, black loam on gravel till. However, there are also several poorly drained depressions on clay subsoil. Bedrock is discontinuous within five metres of the surface and may cause added expense in the construction of underground services.

A large glacial erratic (boulder) is located next to the creek channel, north of Country Hills Boulevard (Beddington Road).

Urban development will be precluded by environmental constraints (i.e., steep slopes and ravines, the glacial erratic and the lands within the one in one hundred year flood limits) on about 10 percent of the study area. All of the lands within the one in one hundred year flood limits are considered to be environmentally sensitive, as indicated on Map 2.

The tentative one in one hundred year flood limit (i.e. the area innundated by the statistically heaviest flood event in 100 years for Nose Creek, as calculated for Alberta Environment [1]) is depicted on Map 2. It is expected that Alberta Environment will redefine the flood limits for the Nose Creek in the near future.

1. Nose Creek Floodplain Study. Hydrocon Engineering (Continental) Ltd., September, 1980.



STONEY

MAP No 2

TITLE
NATURAL FEATURES

LEGEND

- UPLAND PLAIN
- STEEP SLOPES/ RAVINES
- NOSE CREEK VALLEY
- SLOUGH
- ENVIRONMENTALLY SENSITIVE AREA
- 1:100 YEAR FLOOD LIMIT (tentative)
- GLACIAL ERRATIC
- STUDY AREA BOUNDARY
- CITY LIMITS

DATE
SEPTEMBER 1983

THE CITY OF CALGARY
PLANNING DEPARTMENT

NORTH 0 100 200 300 400 500 750 metres
scale 1:12,500

5

2.2 Existing Land Use and Road Network

The majority of land in the Stoney area is presently either being used as pastureland, or is under cultivation. There are also several country estate and farm residences in the area, as well as a feedlot operation, as shown on Map 3.

The main exception to the agricultural land use east of Deerfoot Trail is the "Park 'n' Jet" parking lot, located immediately north of the airport. This development provides long term parking for airport users.

City Council, in January, 1981, approved a Direct Control (D.C.) land use designation for the 39 hectare (96 acre) Agra-Park parcel, as identified on Map 3, to accommodate agricultural implement dealerships. As yet, however, this site has not been developed.

City Council also approved, in March, 1982, a D.C. designation with light industrial guidelines for a 7.3 hectare (18 acre) parcel immediately west of the Park 'n' Jet site. This site is proposed for enclosed storage uses, but has not yet been developed.

The existing road system is also depicted in Map 3. The Deerfoot Trail freeway is the principal access route to the area, with an interchange at Country Hills Boulevard/112 Avenue N. An extension of Barlow Trail provides access to the airport from Delacour Road, but is presently developed only to a rural standard, as are most of the roads in the area.

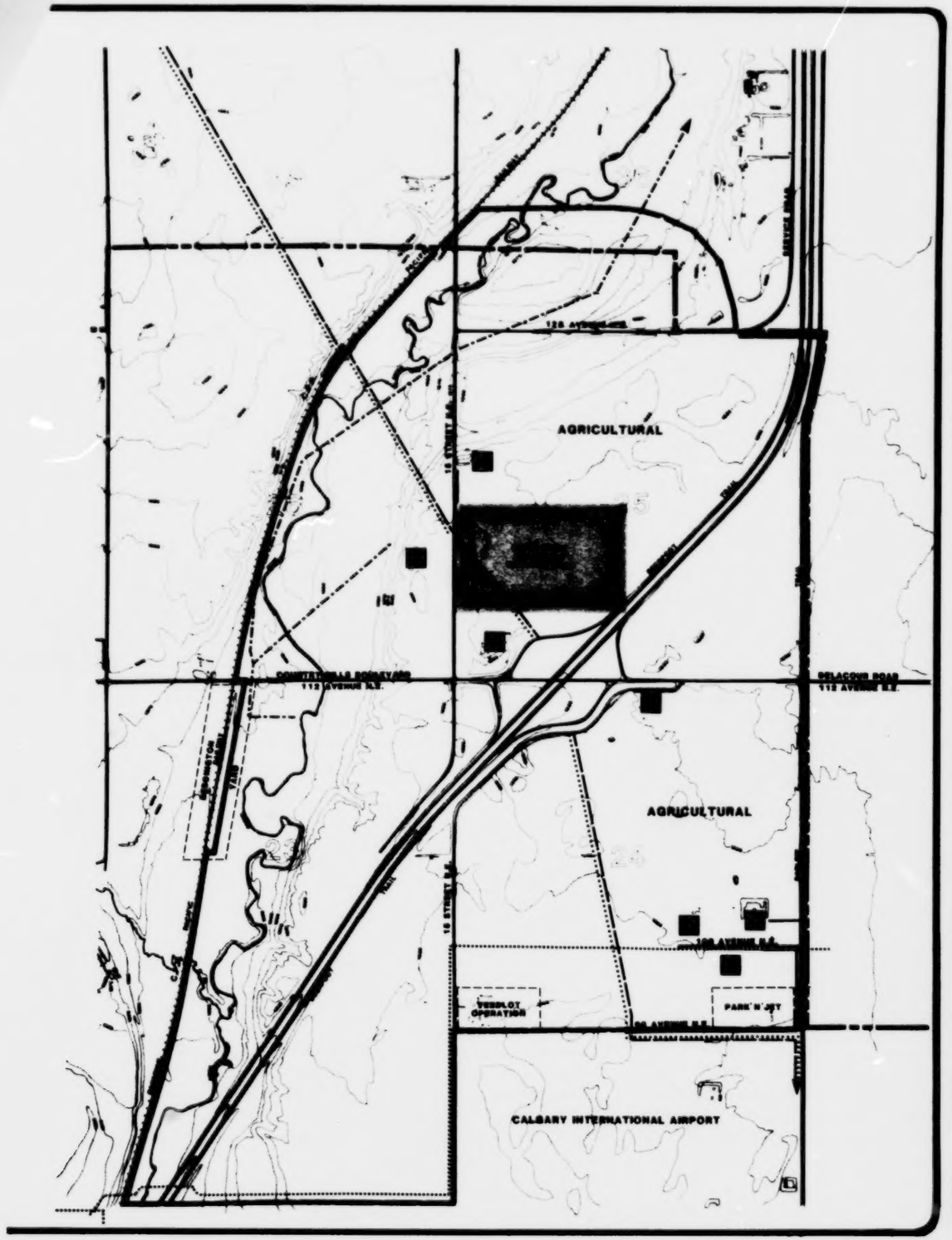
2.2.1 Oil and Gas Facilities

Several oil, natural gas and refinery product pipelines cross the study area, as shown on Map 3. According to the Energy Resources Conservation Board, development setbacks from most of these pipelines need not extend beyond their rights-of-way. However, the Jumping Pound high pressure gas line immediately north of the airport (100 Avenue alignment) requires a 15 metre (50 foot) building setback from the edge of the right-of-way.

2.2.2 Railway

The C.P.R. (Red Deer Subdivision) line separates the Stoney area from the predominantly residential areas approved for development to the west. The existing level crossing of Country Hills Boulevard (Beddington Road) will be grade-separated at such time as warranted by rail and road traffic volumes.

The Beddington Yard, which is used for temporary storage of railway cars, is located within the C.P.R. right-of-way, approximately 200 metres south of Country Hills Boulevard. It presently consists of the main track and three sidings, but may be expanded to eight to ten tracks. The yard is unlikely to expand beyond the present limits of the right-of-way, and will continue in its present use for the foreseeable future.



STONEY

MAP No 3

TITLE
EXISTING LAND USE AND ROAD NETWORK

LEGEND

- RESIDENCES

PIPELINES

- NATURAL GAS
- OIL
- REFINERY PRODUCTS
- SECONDARY WATER LINE

ROADS

- FREEWAY
- RURAL PAVED
- RURAL GRAVEL

- STUDY AREA BOUNDARY
- CITY LIMITS

DATE
SEPTEMBER 1983

THE CITY OF CALGARY
PLANNING DEPARTMENT

NORTH
100 300 500 metres
0 200 400 750
scale 1:12,500

The feasibility of increasing the passenger rail service on the Calgary-Edmonton route, and the possibility of a commuter rail link from Crossfield and Airdrie into Calgary, is being studied by the Provincial Government. In the event that such services are introduced at some future date they may require the development of a station in the study area, grade separation of the existing railway line at road crossings, and a new railway alignment. Since the planning for these services is at a very preliminary stage, the implications for land use planning in the Stoney area cannot be assessed at this time.

2.3 Calgary International Airport

Transport Canada is in the process of preparing a master plan for the Calgary International Airport. A range of airport-related land uses appropriate for location within the airport property is being considered, as well as the demand for, and location of, possible new airport facilities and access roads. The draft report, which is expected to be available for public review and comment in the near future, allows for a possible northern access to the airport via a new arterial or expressway standard road located approximately on the 96 Avenue alignment. The location of taxiways serving a new runway east of Barlow Trail may require the acquisition of additional lands north of the present terminal in Section 24, although a final decision has not yet been made on this matter.

Development in the Stoney area will be affected by various provincial and federal regulations regarding development in the vicinity of the airport. These regulations are dealt with in Section 3.5. of this Plan.

3.0 POLICY CONTEXT

3.1 The Calgary Regional Plan

The Calgary Regional Plan, 1971 was amended in April, 1979 to include that portion of Stoney west of Nose Creek (excluding the portion lying in the southern half of Section 35) as a "High Density" District. The remainder of the study area, including the southern half of Section 35, was amended to "High Density" in December, 1980, thus permitting urban development to occur anywhere in the Stoney area.

3.2 Calgary General Municipal Plan/ Calgary North Policy Report

The land use concept approved by City Council in July, 1980 as part of the Calgary North Policy Report has been incorporated, in a very general sense, by amendment into the Calgary General Municipal Plan. The Policy Report identifies the Nose Creek valley as one of the major natural open space features within the Calgary North area, and also proposes light industrial uses, including warehousing and wholesale supply facilities, for the area lying east of Nose Creek. A subsequent amendment to the General Plan, adopted by Council in April, 1983, dealt with the portion of the Stoney area lying to the east of Deerfoot Trail.

The Calgary General Municipal Plan's "Urban Structure" map (Figure 2.1.3) shows the Stoney area as a "major industrial land use in peripheral area (1978-2001)".

3.3 Calgary River Valleys Plan (Proposed)

The Planning Department has drafted the Calgary River Valleys Plan in order to establish policies and guidelines applicable to development on lands adjacent to the city's watercourses. Factors considered in the draft plan include setbacks from watercourses, public access, protection of environmentally sensitive areas and features, landscaping and protection from polluting land uses, and the establishment of a regional open space system for recreational pursuits in the river and creek valleys.

The Plan is expected to be considered by City Council in the near future and, if approved, will establish policy for development within the Nose Creek valley.

3.4 Restricted Development Area/ Transportation and Utility Corridor

The lands within the Stoney area were released from the Restricted Development Area (R.D.A.) when the area was annexed to the City in 1979.

The Transportation and Utility Corridor (T.U.C.), as presently delineated by Alberta Environment adjacent to the Stoney area, is a half-mile wide strip abutting the present northern boundary of the city. However, not all of this corridor width will be required to accommodate transportation and utility rights-of-way or buffer zones, and it is possible that any "surplus" land along the inner edge of the T.U.C. immediately adjacent to the Stoney area will ultimately be released by the Province for urban development and will be annexed to the City. These lands could thus accommodate an extension of the development pattern anticipated within the Stoney area, subsequent to an enabling amendment to this Area Structure Plan.

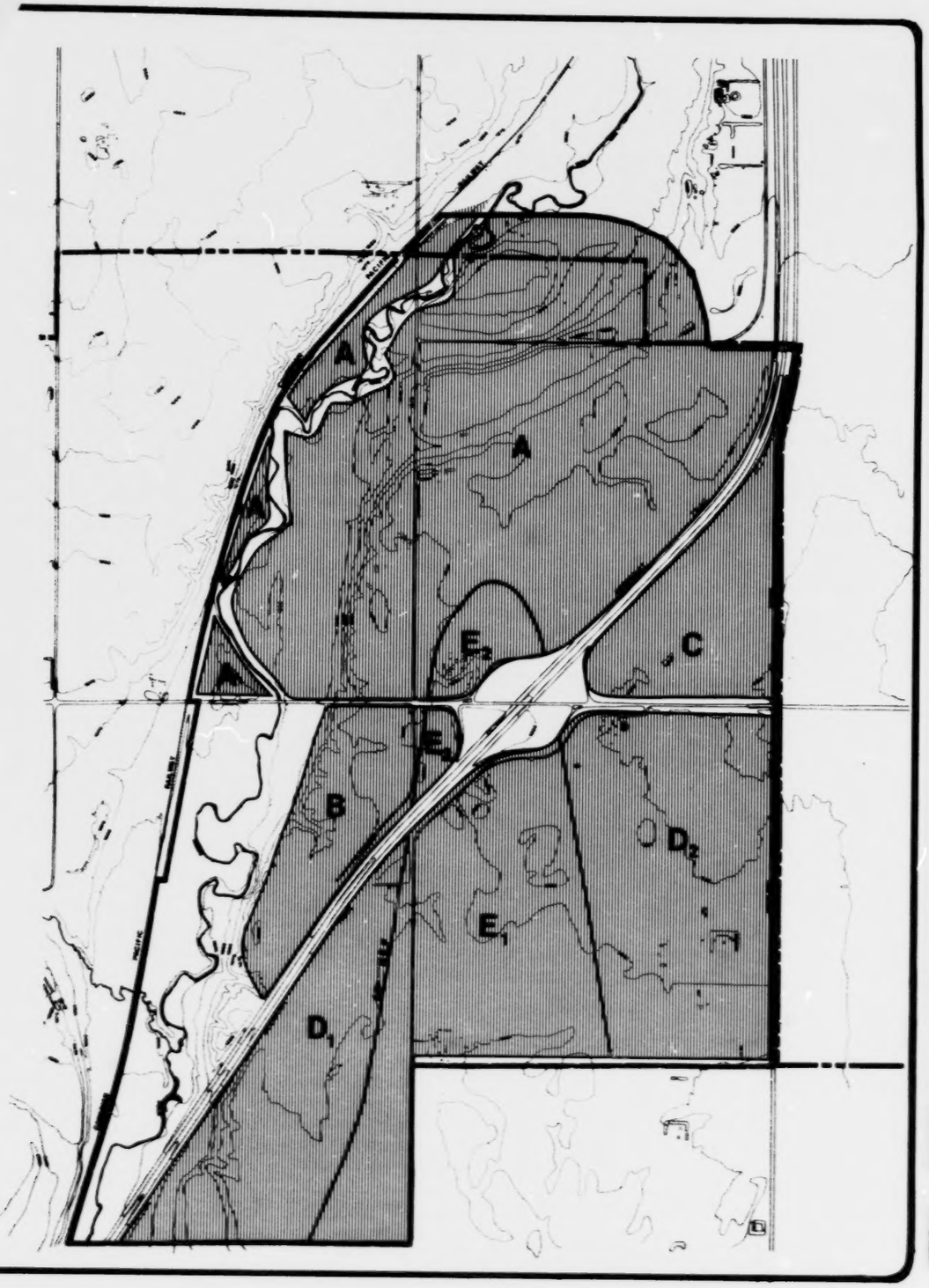
Alberta Environment requires that road access to the T.U.C. be provided for within outline plans for adjacent development areas.

3.5 Airport Vicinity Special Regulations

The Calgary International Airport Vicinity Protection Area Regulation (A.V.P.A.) identifies land uses that are permitted within the various Noise Exposure Forecast (N.E.F.) contours that surround the airport, and prescribes construction standards that must be adhered to within the various N.E.F. contours. The regulation also embodies various restrictions necessary to protect flight control facilities. The Stoney area lies within the 30 N.E.F. contour (see Map 5), which precludes residential development anywhere within the area.

The federal Airport Zoning Regulations prescribe height restrictions along the various approaches to Calgary International Airport. No building or object is permitted to exceed those height limitations without Transport Canada approval. Reference to the A.V.P.A. and Airport Zoning Regulation shall thus be required with the submission of outline plans, land use redesignations and development permit applications.

The A.V.P.A. regulations also require that a development officer refer to Transport Canada any application for a development permit which might result in accumulations of any material attractive to birds. This requirement could have a bearing on the feasibility of constructing stormwater retention lakes in the study area.



STONEY

MAP No 4

TITLE
DEVELOPMENT CELLS

LEGEND

CELL BOUNDARY

A DEVELOPMENT CELLS

STUDY AREA BOUNDARY

CITY LIMITS

DATE
SEPTEMBER 1983

THE CITY OF CALGARY
PLANNING DEPARTMENT

NORTH 0 100 200 300 400 500 750 metres

scale 1:12,500

B. THE PLAN *

4.0 LAND USE PLAN

4.1 General Concept

The land use plan, as presented in Map 5, is essentially consistent with the land use concept as approved by City Council in July, 1980, within the Calgary North Policy Report. However, rather than designating the predominant land use as "light industrial", the range of potential land uses has been expanded to include office and retail commercial activities. The Plan is quite flexible as to the mix and specific locations of particular uses within the area designated generally as "industrial/commercial".

In accordance with City Council's policy decision of July 18, 1983, the triangular parcel (52 hectares/129 acres) in the northeast quadrant of the Deerfoot Trail/Delacour Road (112 Avenue) interchange has been designated as a regional centre. A range of uses is appropriate within this site, including retail, hotel, and low rise office development.

The other major land use within the Stoney area is open space within the Nose Creek Valley, together with a golf course, as shown in Map 5. Office park developments would be a preferred use along the eastern edge of this open space feature, and will derive benefits from the amenity which it affords.

4.2 Industrial/Commercial

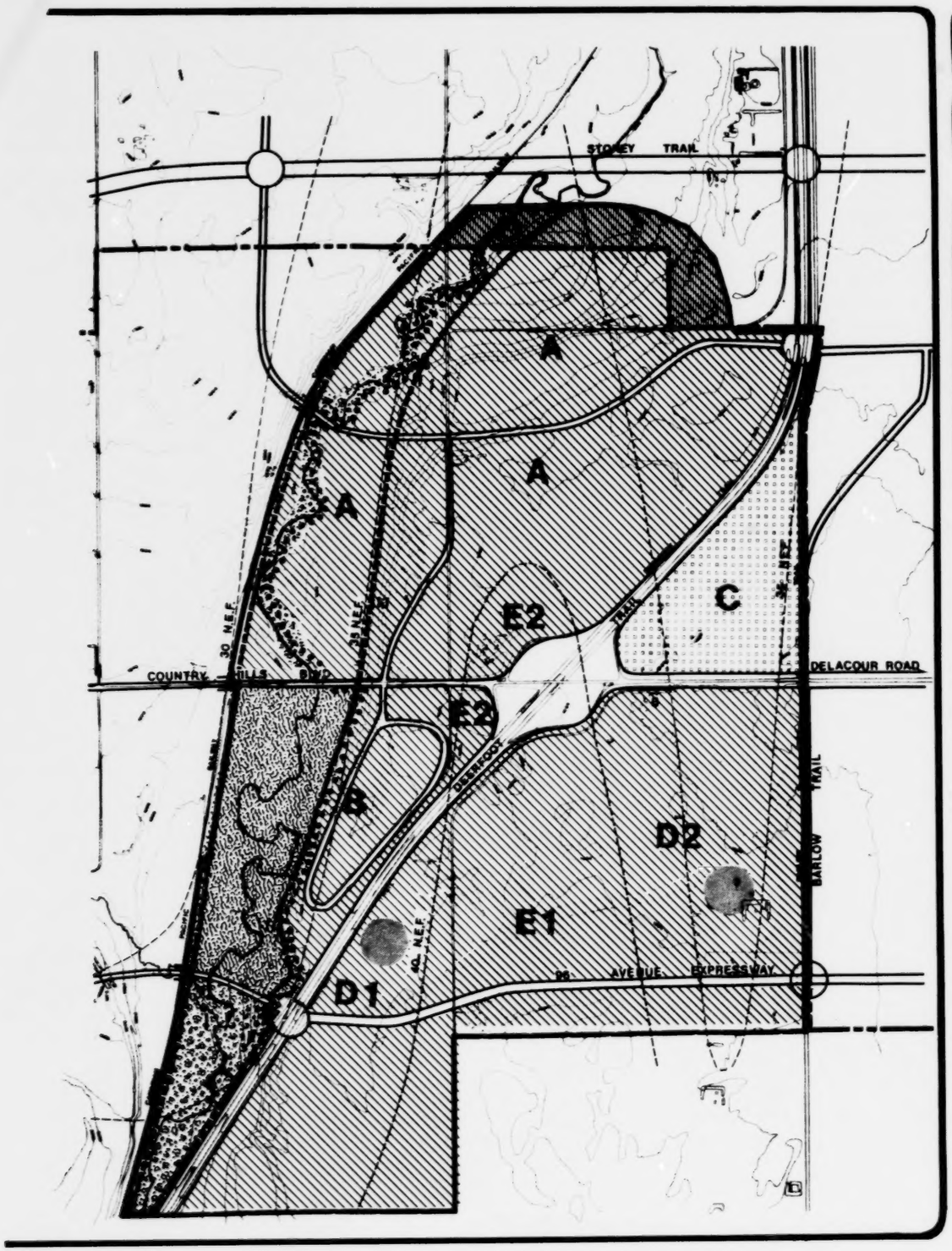
A wide range of light industrial and commercial uses (e.g. - manufacturing, warehousing, wholesaling, office and retail commercial) is appropriate throughout the majority of the Stoney Area. Notwithstanding this general designation, five development cells are identified in Maps 4 and 5, within each of which there exists particular opportunities and constraints to development. One of these (Cell C) is designated specifically for a regional centre, and is addressed under 4.3.

4.2.1 Cell A *

Cell A encompasses all of the proposed industrial/commercial area west of Deerfoot Trail and north of Country Hills Boulevard, except for the parcel contained within the 40 N.E.F. contour (Cell E2). The full range of industrial and commercial uses, as cited above, is generally appropriate for Cell A. However, the capacity of the road system proposed for the area will not be sufficient to accommodate the heavy traffic volumes which would be generated by intensive retail development.

Limited-serviced industrial uses may locate in Cell A prior to the extension of water and sanitary sewer services to the area. However, since the proposed road system (Map 6) differs substantially from the existing system (Map 3) any applications for land use redesignation in Cell A shall be accompanied by a plan, acceptable to all affected landowners within the cell, identifying

* Refer to amendment - page i



STONEY

MAP No 5

TITLE

LAND USE PLAN

LEGEND

- INDUSTRIAL/ COMMERCIAL
- GOLF COURSE
- OPEN SPACE
- MAJOR ATHLETIC PARK
- PEDESTRIAN / BICYCLE PATHWAY
- AIRPORT NOISE EXPOSURE FORE-CAST CONTOUR
- REGIONAL CENTRE
- "SURPLUS" TRANS-PORTATION AND UTILITY CORRIDOR LANDS
- LANDS SUBJECT TO POLICY REVIEW (SEE AMENDMENT Pg.1)
- STUDY AREA BOUNDARY
- CITY LIMITS

DATE
SEPTEMBER 1983

THE CITY OF CALGARY
PLANNING DEPARTMENT

NORTH 0 100 200 300 400 500 metres

scale 1:12,500

future road and utility rights-of-way. Deferred services agreements shall be required as a condition of land use redesignation. Generally speaking, uses with large outdoor storage, parking or loading areas should locate away from the creek and escarpment setback edges,and should not front on Deerfoot Trail.

A policy prohibiting development in new areas within 30 metres (100 feet) of a watercourse or 6 metres (20 feet) of the floodway, whichever is greater, has been established by City Council in the Parks/Recreation Policy and Systems Plan (OS,23), and is applicable to Nose Creek.

Development along Deerfoot Trail shall be subject to City requirements relating to the enhancement of views from the freeway. These requirements, which may encompass such elements as lighting, setbacks, signage, parking location and landscape standards, will be applied through the normal development permit approval process.

4.2.2 Cell B

Cell B is located along the top of the escarpment south of Country Hills Boulevard and west of Deerfoot Trail (exclusive of the small parcel within the 40 N.E.F. contour).

This Cell offers a highly visible setting which enjoys excellent views of the creek valley, as well as proximity to the open space and recreational amenities of the valley. Because of these features, as well as ready access to major roads, office uses should be encouraged over other types of industrial/commercial uses within this cell. These office developments could be either individual buildings or comprehensively designed office parks.

The Approving Authority should require that particular attention be paid by developers to the visual impact of development along the escarpment. Developments with large outdoor storage, parking or loading areas should not be allowed to locate along the edge of the escarpment.

The Calgary General Municipal Plan policy PR. 18 requires a 60 foot (18 metre) development setback from the edge of escarpments, to protect public access to these features.

4.2.3 Cells D1 and D2

Cells D1 and D2 are located immediately adjacent to the airport flight paths in the area east of Deerfoot Trail and south of Delacour Road, and are therefore subject to high levels of aircraft noise (i.e. between the 35 and 40 N.E.F. contours). Industrial uses (e.g. light manufacturing, warehousing and wholesaling) are most appropriate ultimately in this area, although some office and retail commercial activities would also be acceptable.

The A.V.P.A. regulations establish noise insulation standards for developments in this area. Development along Deerfoot Trail will be required to provide frontage treatment to the satisfaction of the Approving Authority.

The City has no plans to extend services to this area within the immediate future. However, the area is suitable for limited-serviced industrial uses until such time as water and sewer services are available.

Applicants for approval of limited-serviced industrial developments in Cells D1 and D2 shall be required to enter into deferred servicing agreements with the City. The extension of sewer trunks into this area will be the responsibility of area landowners.

A collector road system with access to Barlow Trail will ultimately provide access to development in Cells D1, D2 and E1. Construction of this system will be the responsibility of land developers.

4.2.4 Cells E1 and E2

Cells E1 and E2 are located entirely within the 40 N.E.F. noise contour of the Airport. Cell E1 lies east of Deerfoot Trail and south of Delacour Road, while Cell E2 is west of Deerfoot Trail and is both north and south of Country Hills Boulevard. The A.V.P.A. regulations disallow many manufacturing and all office uses within these cells, except those for the benefit or use of passengers, aircraft owners or operators, persons employed by air carriers or persons employed at the Airport. Apart from these restrictions, a similar range of land uses will be appropriate in Cells E1 and E2 as in Cells A, D1 and D2.

4.3 Regional Retail Centre

City Council, at a non-statutory public hearing on July 18, 1983, approved in principle the development of a regional shopping centre in Cell C. The approval was based on a concept which encompassed a range of land uses on the site, including office and hotel development in addition to the retail development. The Regional Retail Centre will be a maximum of 70,000 square metres (753,498 square feet) of gross leasable area.

4.3.1 Golf Course *

City Council, in its approval of both the Calgary North Policy Report and the Parks/Recreation Policy and Systems Plan, has identified the Nose Creek valley in the Stoney area as a suitable location for an 18-hole public golf course. The course will require approximately 60 hectares (150 acres) and will be located south of Country Hills Boulevard, generally as illustrated in Map 5.

The golf course could be developed either privately or by the City. In either case it should be designed in such a way as to take full advantage of Nose Creek. The clubhouse could be designed to include other recreational facilities (e.g. squash and/or racquetball courts) for use by the general public.

The potential exists for pockets of office park development to be located adjacent to the golf course. Such development shall be required to meet design guidelines to enhance the views from the golf course. These guidelines will be developed by the City in consultation with the adjacent landowners.

4.3.2 Regional Parks

Provision is made in the Plan for two major athletic parks. These facilities would help to meet city-wide requirements for playing fields, and would also provide recreation opportunities for area employees. The tentative locations for the parks (one each in Cells D1 and D2) are identified in Map 5.

4.4 Open Space and Recreation *

The Plan provides for an extensive open space corridor along the Nose Creek Valley, together with outdoor recreational facilities which would serve Calgary residents city-wide as well as Stoney area employees. The open space corridor encompasses the setback areas along Nose Creek and an 18-hole golf course.

The escarpment to the east of Nose Creek offers a development setting in which public enjoyment of the natural features of the valley need not be precluded or diminished because of urban development either above or below the escarpment. The onus will be on the City to protect these natural features and provide access to them for public enjoyment.

The glacial erratic located on the west side of Nose Creek (see Map 2) is an environmentally sensitive feature of historic interest. It is City Council policy to protect and provide public access to such features.

More specific open space requirements will be established by the City at the time of subdivision.

* Refer to amendment - page i

4.3.3 Pedestrian/Bicycle Pathways *

Development of the open space and recreational amenities in the Stoney area will create a demand for a network of pedestrian and bicycle pathways.

City Council policy, as established in the Parks/Recreation Department's Policy and Systems Plan, calls for the creation of a public pathway system along Calgary waterways. In keeping with this policy a riverbank/escarpment pathway will be developed by the City Parks/Recreation Department close to Nose Creek in the Stoney area connecting with a proposed pathway extending from the south along Nose Creek. However, the pathway may have to be located partially at the toe or top of the escarpment, depending upon the final boundaries of the proposed golf course.

An approximate location for this pathway is identified on Map 5.

* Refer to amendment - page i

5.0 TRANSPORTATION PLAN

5.1 External Road System

Access to the Stoney area will be provided by the following roads, as shown in Map 6:

- Deerfoot Trail from the south;
- Highway No. 2 and Stoney Trail from the north;
- Country Hills Boulevard (112 Avenue, formerly Beddington Road) from the west;
- Delacour Road (112 Avenue) from the east.

Barlow Trail presently provides access to the Airport. The future role of this road, which is owned by Transport Canada, will be established through the Calgary International Airport Master Plan, now in preparation. The possible provision of airport access from a new road north of the airport along the 96 Avenue alignment may allow the downgrading of Barlow Trail to a secondary access route into the airport.

Ultimately, the Stoney Trail will link the Stoney area with Highway 1A (Crowchild Trail) and the Trans-Canada Highway to the west and, via the proposed East Freeway, to the Trans-Canada Highway to the east. The timing for construction of this facility by Alberta Transportation has not been established, although it appears unlikely that it will occur before 1990.

The Plan proposes four interchanges to provide general access into the Stoney area from Deerfoot Trail and the future Stoney Trail. It is expected that the interchanges on Deerfoot Trail at the 96 Avenue Expressway and at Country Hills Boulevard, as well as the interchange at Stoney Trail and Major Road 'A' west of the C.P.R. tracks, will permit turning movements in all directions. However, because of spacing restrictions relative to Stoney Trail, the interchange proposed at Major Road "A" and Deerfoot Trail will likely be designed to accommodate movements to and from the south only.

The upgrading of Country Hills Boulevard and Delacour Road from their present rural highway status to a six-lane divided standard at Deerfoot Trail, will be staged in accordance with the pace of land development in the area.

A new roadway of either major or expressway standards is proposed for development approximately along the 96 Avenue alignment east of Deerfoot Trail. This facility will provide access to Deerfoot Trail from the Saddle Ridge and Northridge communities, and will create a northern access to the Airport. The alignment of this road through Section 24 will depend in part on the Calgary International Airport Master Plan, which has not yet been approved by Transport Canada. The Northeast Transportation Study, presently being prepared by the City Transportation Department, will determine whether the proposed roadway should be developed as an expressway or as a major road east of Deerfoot Trail. West of Deerfoot Trail, 96 Avenue will be developed as a major road.

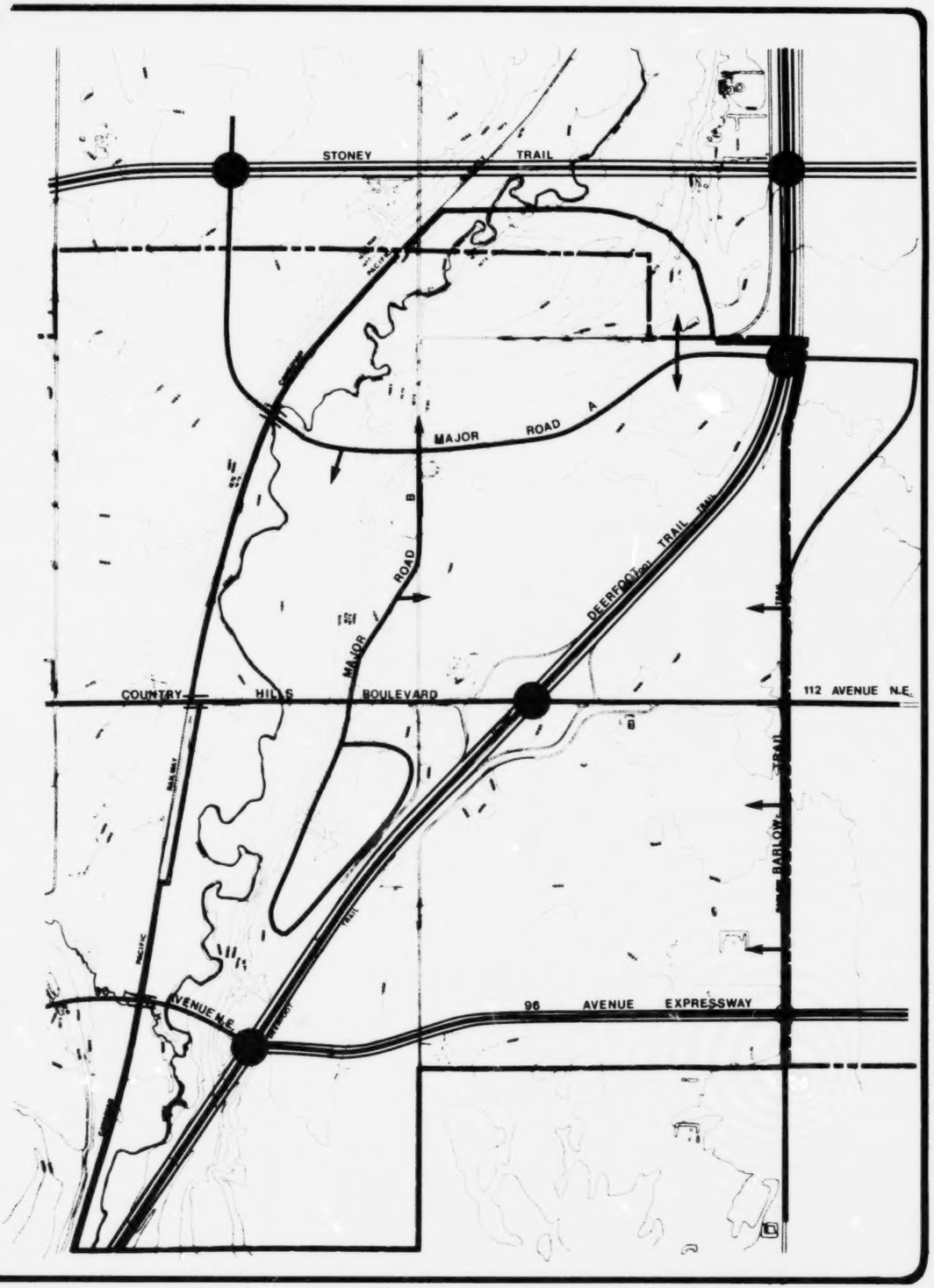
Timing has not been established for the construction of any of the proposed external or internal roads serving the Stoney area. Construction of the external road network will depend primarily upon increases in traffic generated by new residential development in north and northeast Calgary. The internal road system will be constructed as industrial development occurs within the Stoney area.

5.2 Internal Road System *

The internal major road system proposed for the Stoney area is also shown in Map 6.

Major Road "A" will extend through the northern part of the area, with interchanges at Stoney Trail and Deerfoot Trail, and will continue easterly across Deerfoot Trail into the proposed Northridge annexation area. As well as providing access to the northern part of Stoney, this major road will provide an alternative high capacity access to Deerfoot Trail from the future Northridge area, supplementing 112th Avenue and the proposed 96th Avenue roadway. Timing for the construction of Major Road "A" will depend on the rate of development in the Stoney area, but it is not likely to be constructed within the next five years.

* Refer to amendment - page i



STONEY

MAP No 6

TITLE
TRANSPORTATION PLAN

LEGEND

- FREEWAY / EXPRESSWAY
- MAJOR ROAD
- INTERCHANGE
- POSSIBLE LOCAL ACCESS
- OVERPASS
- STUDY AREA BOUNDARY
- CITY LIMITS

DATE
SEPTEMBER 1983

THE CITY OF CALGARY
PLANNING DEPARTMENT

NORTH
100 300 500 metres
0 200 400 750
scale 1:12,500

Major Road "B", running north and south from Country Hills Boulevard, will be located close to the top of the escarpment. This road will provide the sole means of internal access to Cells A, B and E2 for several years until Major Road "A" is constructed. Major Road "B" will be required once the Country Hills Boulevard/Deerfoot Trail interchange is upgraded, as the existing 15 Street intersection which presently provides access north and south of Country Hills Boulevard will be closed due to its proximity to the interchange. Timing for the construction of this interchange (and the opening of Major Road "B") has not yet been established, but will depend in part on the rate of residential development in Calgary North.

5.3 Public Transit

In all likelihood only limited "peak period" transit service will be warranted to the Stoney area. The timing of introduction of such a service, its routing and inter-connection with other transit routes, will be determined at such time as demand warrants.

6.0 SERVICES AND UTILITIES

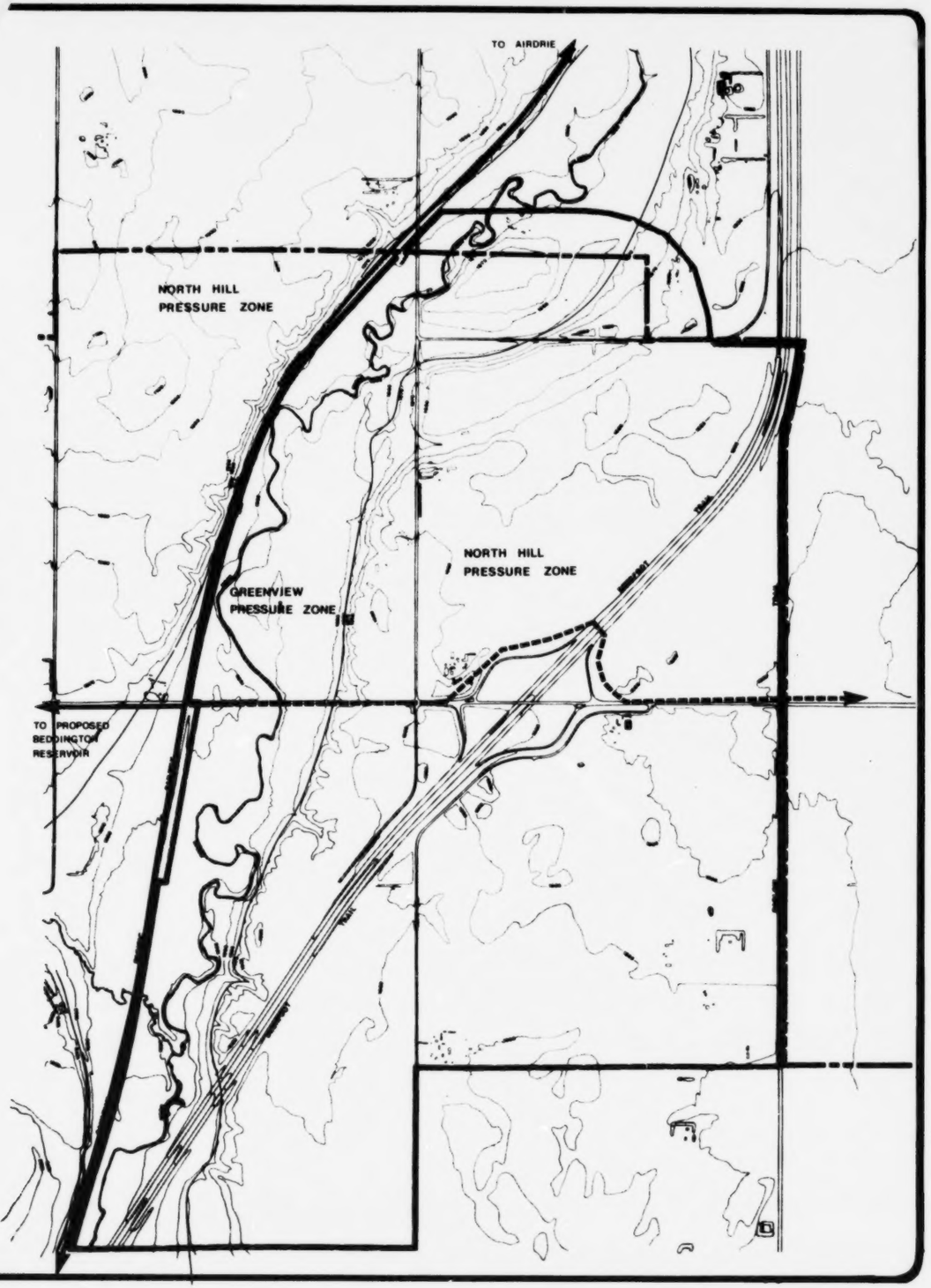
Service and utility alignments as shown on Maps 7, 8, 9, and 10 are schematic only, and are subject to refinement or relocation during subsequent planning stages.

The area west of Deerfoot Trail and immediately north and south of Country Hills Boulevard could be serviced almost immediately with sewer and water facilities, pending construction of the proposed main and trunk extensions along Country Hills Boulevard and in the Nose Creek valley. However, construction of these facilities and the facilities needed to service development east of Deerfoot Trail will be dependent upon demand for the services as well as the City's financial capability.

6.1 Water Supply

Major mains will be located generally as shown in Map 7. Service in the area east of the escarpment will be at the North Hill zone pressure, while the creek valley is in the Greenview zone.

The City plans to construct a feedermain along Country Hills Boulevard at some future date, and provision is to be made for a connection to that main from a proposed Barlow Trail main. Construction has not yet been scheduled for the main along Country Hills Boulevard, nor has any financial commitment been made.



STONEY

MAP No 7

TITLE
WATER SUPPLY

LEGEND

- EXISTING WATER-MAINS
- PROPOSED WATER-MAINS
- PRESSURE ZONE BOUNDARY
- STUDY AREA BOUNDARY
- CITY LIMITS

DATE
SEPTEMBER 1983

THE CITY OF CALGARY
PLANNING DEPARTMENT

NORTH
100 300 500 metres
0 200 400 750
scale 1:12,500

6.2 Sanitary Sewers

The proposed sanitary sewer system, shown on Map 8, includes two trunks running east from the Nose Creek trunk, which parallels the C.P.R. line. The northern trunk will extend into the Northridge area, while the southern trunk will be designed to service only the lands in Section 24, north of the airport. No timing has been established for construction of these trunks.

Under the proposed sanitary servicing plan there are two major drainage basins, one flowing north and one flowing south from Country Hills Boulevard. Should owners of land in close proximity to Country Hills Boulevard wish to proceed with development prior to construction of either of these trunks, an area of approximately 160 hectares (400 acres) in the centre of the study area could be serviced immediately if a small diameter lateral sewer were constructed along Country Hills Boulevard from the Nose Creek trunk. The catchment area which could be serviced by this sewer is shown on Map 8. In any event, the two large trunks north and south of Country Hills Boulevard would be required for ultimate servicing of the study area.

6.3 Stormwater Management

Stormwater drainage in the Stoney area is subject to Alberta Environment guidelines with respect to stormwater discharge into Nose Creek.[3] As the guidelines are presently under review it would be premature to formulate a stormwater management scheme for the study area. Alberta Environment has approved in principle the location of a stormwater outfall into Nose Creek, close to Country Hills Boulevard. This outfall would service the same 160 hectares (400 acres) area north and south of Country Hills Boulevard as could be serviced by the lateral sanitary sewer suggested under 6.2 above. Construction of this trunk will be the responsibility of the landowners.

Prior to approval of any outline plans for subdivision or land use redesignation within Stoney applicants shall be required to prepare, to the satisfaction of the Subdivision Approving Authority, the City Engineer and the Province, a stormwater management master plan for the affected drainage basin. The design of major overland drainage through each drainage basin must also be resolved, to the satisfaction of the City Engineer, prior to outline plan or redesignation approval.

Evaluation of stormwater management alternatives must take account of A.V.P.A. regulations and Transport Canada policy regarding developments within the Airport Vicinity Protection Area which might be attractive to birds, as noted uner 3.5 above. The entire Stoney Industrial Area falls within the protection area boundaries.

The storm drainage subcatchment areas are identified in Map 8.

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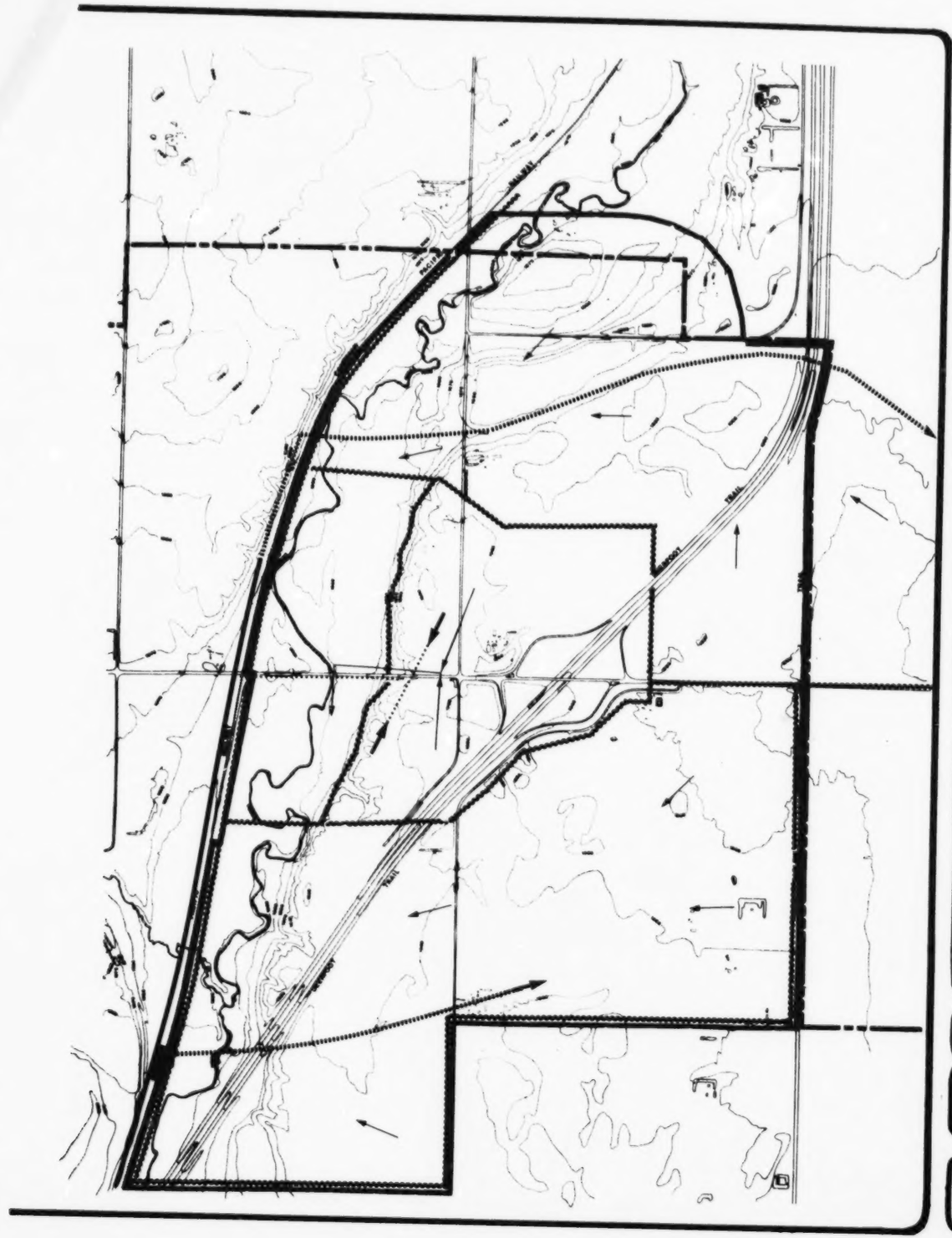
3. Interim Guidelines for Stormwater Discharge into Nose and West Nose Creek, Planning Division, Alberta Environment - February, 1980.



STONEY

MAP No 8

TITLE
SANITARY SEWERS AND STORM DRAINAGE

LEGEND

SANITARY SEWERS

- EXISTING NOSE CREEK TRUNK
- PROPOSED TRUNK EXTENSION
- POSSIBLE LATERAL

STORM DRAINAGE

- STORM DRAINAGE PATTERN
- CATCHMENT AREA BOUNDARY (storm & sanitary)
- STUDY AREA BOUNDARY
- CITY LIMITS

DATE
SEPTEMBER 1983

THE CITY OF CALGARY
PLANNING DEPARTMENT

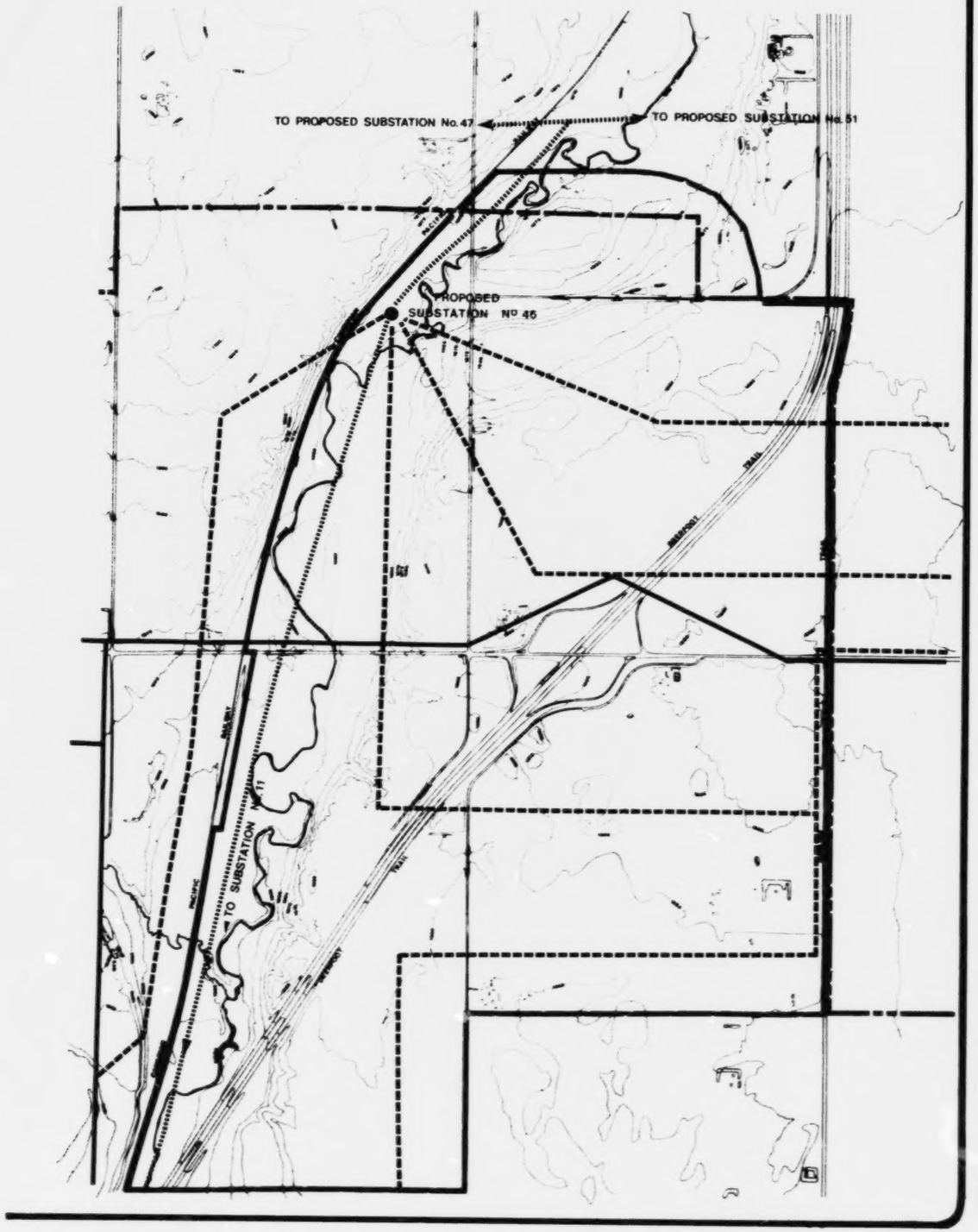
NORTH
100 300 500 metres
0 200 450 750
scale 1:12,500

6.4 Electrical

The proposed electrical system is shown schematically in Map 9.

The proposed #46 substation will be located within the Stoney area. It will be connected to the #11 substation to the south, and to the Trans Alta Utilities proposed line to the north, by a double circuit 138 kV overhead transmission line located in a 30 metre right-of-way, within the Nose Creek Valley. This line is scheduled for construction during 1983, while the #46 substation is scheduled for completion in 1985.

The proposed 25 kV overhead distribution lines shown schematically in Map 9 will generally follow roadway alignments, although specific routings cannot be determined until the Outline Plan stage.


TO PROPOSED SUBSTATION No. 47
TO PROPOSED SUBSTATION No. 51
PROPOSED SUBSTATION No 46
TO SUBSTATION No 11
PIPE
PIPE
PIPE

6.5 Natural Gas

The proposed natural gas distribution system is shown on Map 10. The area will eventually be served from regulator stations proposed for construction in Northridge and Calgary North. Interim service can be provided, if necessary, by extending an existing intermediate pressure line from the airport area.

A 15 metre (50 foot) building setback is required from the existing Jumping Pond high pressure line, which passes through but does not serve the Stoney area.

6.6 Telephone

The proposed telephone feeder route extensions to the Stoney area are also shown on Map 10. The routings shown are approximate, but they will likely follow the road system. It is expected that the Stoney area will be serviced from the Country Hills exhange.

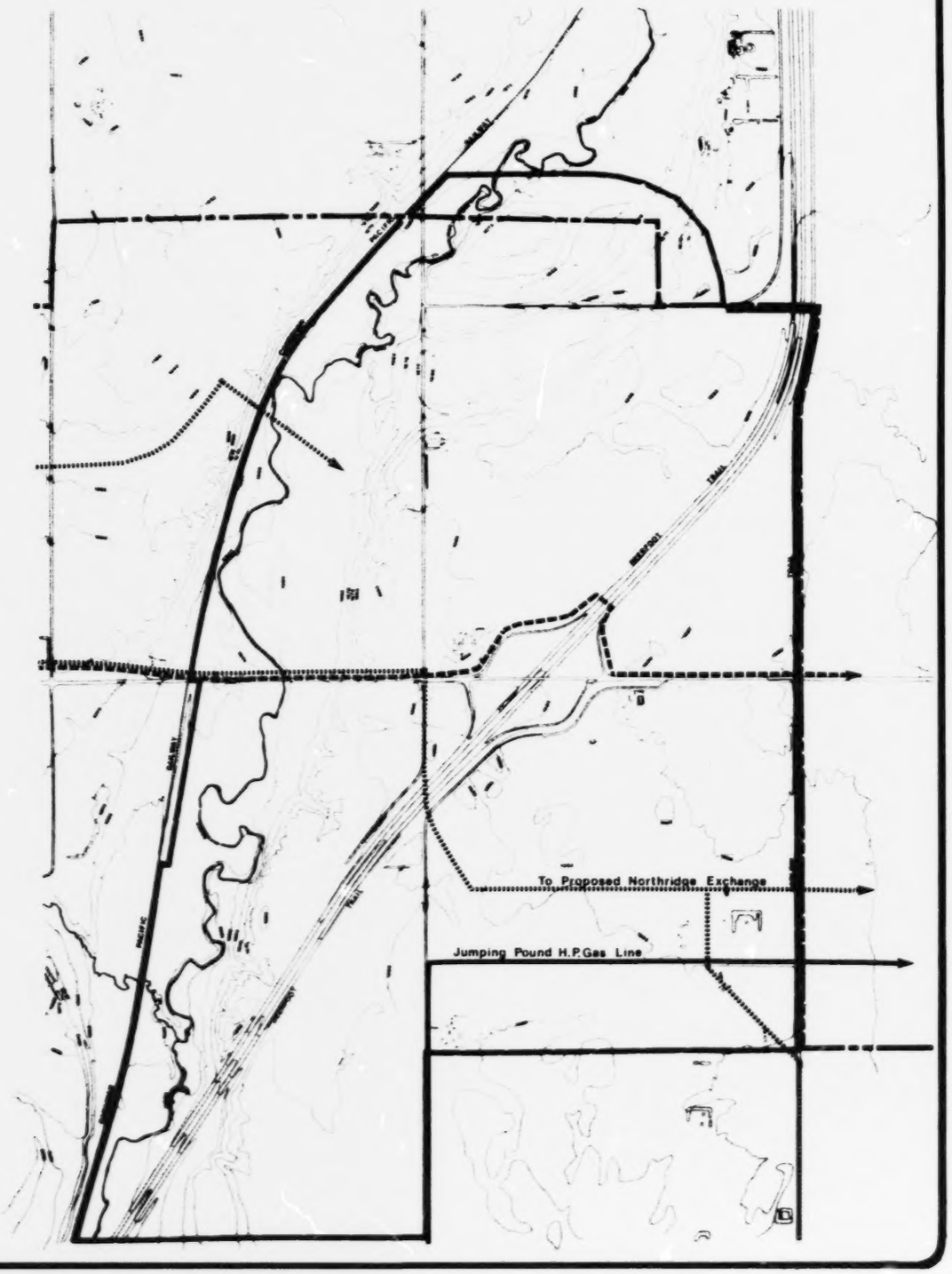
7.0 PUBLIC SERVICES

7.1 Police

The portion of the Stoney area west of Deerfoot Trail will continue to be served by the existing station at 4343 - 14 Street N.W. The eastern portion of the area is presently served by the station at 3207 - 12 Avenue N.E. However, it will eventually be covered by a new station, the exact location of which has not been determined but which will serve the entire area east of Deerfoot Trail and north of McKnight Boulevard.

7.2 Fire and Ambulance

Fire and ambulance protection is presently provided from two stations, one located at 4th Street and 68th Avenue N.W., and the other at McCall Field off McKnight Boulevard. In the future service will likely be provided from locations in the proposed Country Hills residential subdivisions west of Nose Creek.



STONEY

MAP No 10

TITLE
NATURAL GAS AND TELEPHONE SERVICE

LEGEND

NATURAL GAS

- EXISTING HIGH PRESSURE LINE
- PROPOSED MAJOR DISTRIBUTION MAIN

TELEPHONE

- PROPOSED FEEDER ROUTE EXTENSION

- STUDY AREA BOUNDARY
- CITY LIMITS

DATE
SEPTEMBER 1983

THE CITY OF CALGARY
PLANNING DEPARTMENT

NORTH 100 300 500 metres 0 250 450 750
scale 1:12,500

8.0 SEQUENCE OF DEVELOPMENT

The sequence of development in Stoney will be dependent upon the programming of roadway improvements and service and utility extensions. The parcels with the best road access in the immediate future are those located close to Country Hills Boulevard in the vicinity of 15 Street N.E. The water main proposed for Country Hills Boulevard will service parcels in this area. However, lateral extensions to the sanitary and storm sewer trunks, which will be located a kilometer or more north and south of Country Hills Boulevard, will be required before development can occur.

An alternative method of providing sanitary sewer service to the central portion of the study area, which could accelerate the timing of development, would require that the landowners construct a small diameter sewer along Country Hills Boulevard. Should the landowners wish development to proceed prior to the construction of the major water main on Country Hills Boulevard, they could also construct a small diameter looped water main.

Development within the area west of Deerfoot Trail shall be limited to the Agra Park development until such time as Major Road "B" has been constructed.

Existing roadway capacity to the east of Deerfoot Trail is sufficient to accommodate some development in Cells C and D 2. However, the City has made no commitments to extend either watermains or sewers to service these lands in the near future. Nevertheless, should area landowners be willing to construct the municipal services to standards acceptable to the City Engineer, development of the area could be expedited.

Full development of the Stoney area will be contingent upon construction of the ultimate transportation network, as shown in Maps 5 and 6, including the Stoney Trail connection with Deerfoot Trail and a new interchange on Deerfoot Trail between Stoney Trail and the Country Hills/Delacour Road interchange.

POOR

QUALITY

ORIGINAL